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WINTER CRUISE TO THE ORIENT

HAMBURG-AMERICAN LINE

ROUTE OF THE CRUISE TO THE MEDITERRANEAN AND THE ORIENT.

WINTER CRUISE

OF

THE HAMBURG-AMERICAN LINE,

To the Orient.

THE HAMBURG-AMERICAN LINE,

37 Broadway, *NEW YORK.*

159 Randolph St., *CHICAGO.*

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To Madeira, The Mediterranean and The Orient.

THE HAMBURG-AMERICAN LINE originated the plan of winter cruises by a Transatlantic Ocean Liner through the whole length of the Mediterranean, with stops of varying length at the most interesting places on the European, Asiatic and African shores of this ever fascinating inland sea. The experiment was first made five years ago, it was a success from the start, and the annual cruise having been repeated year after year, has now become a permanent feature of the Company's service. These cruises have been patronized by the best classes of the traveling public, and the Company has received numerous letters voluntarily sent them by prominent people expressing the great pleasure derived from the excursion. In every instance, also, the passengers gave expression to their satisfaction by drawing up a memorial of thanks to the Company, the captain, officers and crew.

In order to illustrate the convenience which the HAMBURG-AMERICAN LINE'S cruise offers travelers bound for these ever-famous places, it is only necessary to compare the old way of visiting them with the new way.

The Old Way compelled travelers to depend on local means of communication, usually small coasting steamers, in which they were often compelled to share stuffy state-rooms with orientals of varying degrees of cleanliness, and eat unsavory meals from soiled tablecloths. Upon arrival at any port, the custom-house had to be passed, and there was generally friction with the officials; then a hotel had to be hunted up; there was unpacking of bags, hurried sightseeing, and repacking to make connection with some coasting vessel for the next point of interest; then the haggling with extortionate hotel-keepers, and the different minor annoyances which made the wear and tear of this mode of traveling a serious effort.

Another objection was the practical inability to pick up any article that struck your fancy and take it along. The bulk of extra baggage, and the task of crossing different frontiers with their custom-houses, made it almost impossible.

Now consider

The New Way. Comfortably ensconced in your state-room aboard one of the HAMBURG-AMERICAN Twin-screw Express Steamers, you leave New York with all your belongings about you, and need not disturb yourself until you return to New York after having covered over twelve thousand miles, and paused in many lands. Everybody must see what a boon it is for the traveler to be carried around in his own hotel, have his mind free, and not to be bothered with packing and unpacking, etc. Then think of the pleasure of picking up little articles in shops and bazaars that strike your fancy, without considering the fact that your bags are full, or that you must pass many different custom-houses.

But then in this new way you are not bound to your floating hotel. The stay at each port is so arranged that you may have novel experiences of native hotels and restaurants to your heart's content. While the ship lies in the port the passengers may venture forth with a small bag, and take in as much of the native mode of living as they like, or they may return to the ship and take their meals there.

The cruise to Madeira, the Mediterranean and the Orient planned for next winter, leaves *New York January 27, 1898, for*

Funchal (Madeira),
Gibraltar,
Malaga (Granada and the Alhambra),
Algiers,
Genoa,
Villefranche (Nice),
Bizerta (Tunis),
Alexandria (Cairo and the Pyramids),
Jaffa (Jerusalem, the Jordan and the Dead Sea),
Beyrouth (Damascus),
Constantinople,
Athens,
Canea (Crete),
Palermo,
Naples,
Genoa,
New York.

It will be seen that this excursion embraces the principal places of a region whose every inch of soil abounds with stirring reminiscences of ancient lore and history, regions rich

with magnificent monuments of past grandeur and countless treasures of art.

To be able to make this unique excursion on board a palatial ocean liner like one of the HAMBURG-AMERICAN LINE'S EXPRESS STEAMERS, free from all the annoyances inseparable from hotels, railways, small boats, custom-houses, packing and unpacking of baggage, transfers, etc., etc., will, no doubt, appeal at once to all American travelers able to undertake the trip. No way can be conceived of visiting the far-famed places with greater safety, speed and comfort. It is the ideal method of seeing foreign countries and observing strange manners and customs without giving up one's own habits and comforts. The cruise will last about 69 days, but passengers have the privilege of leaving the excursion at Genoa, if they desire to prolong their stay in Europe, and return from Hamburg, Southampton or Cherbourg, to New York, by any of the express steamers of the HAMBURG-AMERICAN LINE, up to August 1, 1898.

For rates of fare and further information about the cruise, we refer to special price list, which will be sent to any address on application.

The express steamers of the HAMBURG-AMERICAN LINE are the largest ships of the German Merchant Marine and are unsurpassed for safety, speed and comfort They are constructed upon the principle of the twin-screw system, having two independent engines, with a total of 13,000–16,400 horse-power, divided by a longitudinal bulk-head, which separates the ship into two non-communicating halves, each fully equipped with engines, boilers, shaft and screw. Each side is again subdivided into numerous water-tight compartments. There is also a double bottom with water-tight chambers. These steamers belong to the fastest ships afloat, the line holding the record for the best time between the European Continent, Southampton and New York, having made the passage between New York and Southampton in the remarkably short time of 6 days, 9 hours and 43 minutes. This is equal to about five days, seventeen hours to Queenstown, the Southampton route being about 300 miles longer. The arrangements for the passengers' comfort on these steamers are perfect.

The Company's illustrated pamphlet describing these steamers, as well as a little pocket hand-book for European Tourists containing valuable information, will be sent free to any address on application.

Description of the Tour.

The route from New York to Madeira is south of the latitude of New York, Funchal being in latitude 32° 38′ 4″ N. By this route the rigor of a passage across the North Atlantic in winter is entirely avoided. The trip from New York occupies about seven days.

Madeira. Neither language nor pencil can exaggerate the beauty of this, the finest of the Atlantic Isles. In climate it may well be reckoned among the Isles of the Blest. Madeira lies between the 32d and 33d degree of latitude, and belongs to Portugal. The island rises from the sea in magnificent outline, with lofty precipices and vast detached rocks of fantastic shapes, the peaks being grouped like the bastions and pinnacles of a gigantic fortress. The capital of Madeira is Funchal, which lies on a slope of extraordinary abruptness, rent into three divisions by two gorges with almost vertical walls. At the head of these ravines, peaks 4,000–5,000 feet high appear, while a spur of the mountain is crowned by a gray old castle, formerly strongly fortified.

FUNCHAL, MADEIRA.

Funchal is well built, clean and prosperous; the streets, however, are narrow and intricate, and architecture as an æsthetic art has been almost neglected. There is a cathedral, the Sè, pleasing in its general plan, with a beautifully carved, tinted and gilded nave and transept. But if art has done little for Funchal, nature has made ample compensation. Many of the solid but unpretentious houses conceal rare attractions within their gates,

GIBRALTAR.

revealed like magic upon entering. There are terraced gardens overlooking the ocean and the mountains, stocked with the profuse vegetation of two zones. On this enchanted isle neither the frost of winter nips its buds, nor the heat of summer fades its hues, and perennial verdure greets the eye. The vine was first introduced from Cyprus in the fifteenth century, and quickly became one of the most important products of the island, the red volcanic soil giving the flavor which brought it into world-wide repute.

On account of the steepness of all the roads, there are almost no wheeled vehicles on Madeira, sledges drawn by oxen taking their place. The driver carries a grease bag which he lays at intervals in front of the runners. Another conveyance peculiar to Funchal is the hammock carried on men's shoulders. The coasting sled is also in general use, and there is probably no other place in the world where business men may be seen every day going to their office, sliding down hill on a sled.

Gibraltar. The Straits of Gibraltar are entered off Cape Trafalgar, where the shores of Europe and Africa gradually approach each other, until at Tarifa they are only twelve miles distant. Soon the great rock, which has been turned into the famous fortress of Gibraltar, rises majestically from the sea and captivates the eye. This rock, outwardly so harmless in appearance, is all undermined and tunnelled with wonderful ingenuity, and at enormous expense. The fortifications and tunnelled galleries may be inspected by visitors upon permit from the military secretary's office. The

THE ALHAMBRA.

highest point, 1,430 feet above the level of the sea, is called the signal, "El Hacho," and the panorama from this eagle's eyrie is unrivaled, the eye sweeping over two seas and two quarters of the world. The extreme end of the rock facing the sea is "Europa Point," crowned by a light-house and defended by strong batteries.

The pride of Gibraltar is the Alameda, which is laid out in charming style and commands fine views of the Straits and the coast of Africa. The Alameda is the fashionable lounge, and the spectacle presented by the contrast of population at this extreme point of Europe, is novel and curious. The latest London bonnet is seen side by side with the mantilla de tiro; blue eyes and rosy complexion, next melting black eyes and olive-dark skin.

Malaga. This historic city faces the blue Mediterranean and its busy port, and is surrounded by vine-clad hills. The principal building is the cathedral in the Græco-Roman style, dating from the sixteenth century. Passengers will not tarry long in Malaga, but proceed at once to

Granada, the greatest attraction of which, the Alhambra, is the grandest monument of Arabic architecture in Europe. It is situated in a beautiful region on the ridge of a thickly wooded mountain, is surrounded by reddish walls, and with its thirty towers, its mosques, churches, palaces, residences and courts, covers an enormous area. The construction of this wonderful piece of architecture was begun

in the year 1213, during the reign of Mohammed Abu Abdallah, and was completed in 1338. Sixteen years after its completion the castle fell into the hands of the Christians, who added a number of buildings, mainly fortresses, to it.

When it is considered that the Alhambra was not only occupied by the entire retinue of the most brilliant court of those days, but also housed a body-guard of 10,000 men, while during the Moors' final struggle against the Christians, it was defended by 40,000 Moslems, an approximate idea of the vastness of this cluster of edifices, which it required more than a century to erect, may be formed.

For some time after the Christian conquest, the Alhambra remained the seat of Castilian monarchs. Emperor Charles V. began the construction of a splendid palace, which he intended to make his permanent residence, but his plans were unfortunately frustrated by earthquakes.

The light and elegant architecture of the buildings, with their graceful porticos and colonnades, their domes and ceilings, is glowing with tints, which, in the transparent atmosphere of southern Spain, have lost nothing of their original brilliancy, while their airy halls admit the perfume of the surrounding gardens, and the magnificent fountains still spread a delicious coolness in their courts; the whole testifying to the taste, the wealth and the luxury of the builders.

The Alhambra is approached from the River Genil, from where the outer portal is reached first. Passing through this, one enters a beautiful park, through which shady walks lead upwards. Gradually glimpses of towers are to be had on the right and the left, among them, built on high rocks, the "torres vermejos," so called from the red tiles of which they are constructed. At the top of the steep path stands the "Gate of Judgment," through which an arched passage leads to the interior. This passage opens into the "Court of Cisterns," where are innumerable wells, hewn into the solid rock. Among these is the famous well which extends through the mountain down to its base, and which supplied the water for the royal table.

Passing over this court to the opposite side, a door leads directly into the interior of the Alhambra, the light and exquisite architecture of which at once delights and surprises.

Before you is the "Court of the Baths," in the centre of which a large basin with beds of flowers, reflects the graceful pillars and arched alcoves surrounding the court. From here

PLACE DU GOUVERNEMENT, ALGIERS.

you step into the famous "Court of the Lions," in the centre of which is the great fountain, celebrated in song and fiction. This court, which is one hundred feet long by sixty feet wide, is surrounded on all sides by light and graceful arcades, decorated with veil-like stucco, and supported by slender pillars of the purest white marble.

The fountain consists of two large basins of black marble, one above the other, and is supported by twelve lions.

A richly decorated door connects the "Court of Lions" with a lofty hall, inlaid with mosaic of white and yellow marble, the "Hall of the Two Sisters." This hall is faintly illuminated, a cupola above diffusing into it a mellow light. The lower portions of the walls are tiled with porcelain, into which have been artistically baked, in exquisite colors, the coats of arms of Moorish lords. The upper walls and the ceiling are covered with curious and wonderful arabesques of Damascus stucco, representing fantastic groups, with quotations from the Koran intermingled with poetical inscriptions.

Adjoining the Court of the Lions is also the "Hall of the Abencerrages," made famous by the cruel massacre within its walls of the noble Knights of that name.

The Alhambra throughout presents a wealth of decorations in carving, stucco, painting and mosaic, and an execution of architecture in detail that are marvelous and bewildering.

Algiers, the capital of La Nouvelle France, offers a beautiful panorama, as it rises in steep terraces from the well sheltered bay, which is hardly inferior to that of

ALGIERS.

Naples. Algiers has of late become a great resort for invalids and the delicate to winter in, on account of the lovely climate, which, from October to March, is as warm as an English summer; but, besides, it offers sights of absorbing interest to the tourist. There are oriental ways and customs, beautiful specimens of Moorish and Byzantine architecture, and remains of antiquity of rare interest. Though in part a French town, it has a motley population of Arabs, Berbers, Turks, Moors, Bedouins, Negroes and Maltese, and its streets offer queer spectacles of all kinds.

The French quarter is down in the lower part of the city, where a broad macadamised boulevard runs for miles along the bay, bounded on one side by fine private houses, splendid hotels, etc., and on the other by a stone balustrade. This promenade is much frequented by the elegant world of Algiers, gathering in front of the numerous cafés, and enjoying the view which is indeed unrivaled. One of the beautiful suburbs, Mustapha Supèrieure, contains the palace of the Governor, built in Moorish style and surrounded by magnificent gardens.

STREET IN ALGIERS.

The old town has curious native streets, some not more than four feet wide, and fearfully

GENOA.

steep. It is clean and picturesque, abounding in specimens of Moorish architecture, in shops and bazaars, and surrounded by the old Kasbah (citadel) at the top. There is a fish market with all kinds of Mediterranean fish of most brilliant colors. Fresh grapes, green peas and new potatoes; dates, bananas and oranges are plentiful all the winter season. Many novel sights may be seen at the town gates, especially on market days, when there are crowds of people bartering, watching the snake-charmer, or listening to the oft-told tales of the story-teller. Then the caravans arrive from the interior with lines of heavily laden camels and rows of donkeys.

Of the mosques, the oldest is Djama-el-Kebir (the Great), of the tenth century. There is also a cathedral, formerly a mosque, with the Archbishop's palace, an old Moorish edifice.

CHURCH OF SANTA MARIA DI CARIGNANO, GENOA.

Genoa. The situation of Genoa, rising above the sea in a wide semicircle, and its numerous palaces, justly entitle it to the epithet "La Superba." The beauty of its situation, and the interesting reminiscences of its ancient magnificence render a visit very attractive, especially to the traveler who is visiting Italy for the first time.

Genoa has over 210,000 inhabitants, and is the chief commercial town of Italy. Of the many mansions of the Genoese nobility worth visiting, we mention the Palazzi Rosso, Durazzo, Balbi and Doria, containing numerous works of art, Rubens and Van Dyck having contributed to preserve the memory of many members of these families. The cathedral of San Lorenzo dates from the eleventh century, and contains many precious relics. The Church of Sta. Maria in Carignano, is an imitation of Bramante's original plan of St. Peter's in Rome and remarkable for its harmonious proportions. There is a magnificent view from the gallery of the dome, embracing the city and harbor with its fortifications, the beautiful coast, the Riviera di Ponente to the west, and the Riviera di Levante to the east, and towards the south the vast blue expanse of the Mediterranean. A fine statue of Columbus, who is said to have been born at Cogoleto, near Genoa, is on the Piazza Acquaverde. Other points of interest are the Campo Santo and the fine park of Acqua Solo. One of the most charming drives is to Pegli, where there are many fine villas, among them the Villa Pallavicini, with a beautiful garden well worth a prolonged visit.

GENOA.

Villefranche is a small town, whose roadstead has become famous. It is only two miles from Nice and seven miles from Monaco, which may be conveniently reached by train or boat. Passengers may leave the steamer at Genoa and make the trip to Nice by train or carriage along the celebrated Riviera, which is one of the most picturesque regions in Europe, the road winding around precipitous cliffs, washed by the surf of the Mediterranean and crowned with the venerable ruins of towers erected in by-gone ages. The charm of the scenery is enhanced by the vast expanse of the beautiful Mediterranean Sea, with its ever-varying hues, changing from the deepest blue to soft purple in the distance.

On this route from Genoa many renowned winter resorts are passed, among them Pegli, San Remo, Bordighera, Ventimiglia, Mentone, Monaco and Nice, the last being the most

NICE.

celebrated resort in Southern France. The natural barrier of the Maritime Alps protects the coast here from northern winds and produces the far-famed mildness of climate, which makes Nice and the other resorts of the Riviera the rendezvous of invalids and others from all parts of Europe, who seek refuge from the rigors of winter. The season at Nice begins with the races early in January and closes with a great regatta at the beginning of April.

Tunis lies inland and passengers are landed at the French naval station Bizerta, from where they are conveyed to Tunis by rail in about three hours. Tunis is a regency, still nominally under the rule of its native Bey, but actually a part of the French possessions in Africa. Tunis presents all the various phases of Oriental life. It has a motley population of over 150,000 souls, for the most part Moors, Berbers, native Jews and Negroes. There are about 30,000 Europeans of various nationalities. One of the most interesting places is the Bazaar, where many curious wares of domestic manufacture are offered for sale. Near the Bazaar is the palace of the Bey, a very interesting building, constructed in the Moorish style. It has hardly ever been described, and the traveler should not fail to visit it, as it contains many rooms that are gems of Oriental architecture. Near by is the Kasbah, an extensive and still half-fortified citadel which dates from the time of Emperor Charles V. The numerous mosques, with their graceful minarets and splendidly decorated roofs, can only be inspected externally, admission to them being denied to unbelievers. Many novel sights may be seen in the Halfaouine Square or at the town-gates, especially on market

days, when there are crowds of people bartering, watching the snake-charmer, or listening to the oft-told tales of the story-teller. Then the caravans arrive from the interior with lines of heavily laden camels and rows of donkeys. About two miles from town is the Bardo, an extensive pile of buildings resembling a town in miniature, and containing another magnificent palace of the Bey. It has been entirely restored by the French, and is one of the chief attractions of Tunis. A magnificent flight of steps, guarded by two marble lions, leads to the great central court, which is surrounded by a row of marble arcades. The Crystal Room is the reception room of the Bey, but the Pasha's room is the handsomest of all.

TOWN GATE, TUNIS.

The ruins of ancient Carthage can be reached from Tunis by railroad in about an hour. This spot, where once the Queen of the Seas had her throne, is rich in interest and contains important ruins, although the outline of the early city is no longer traceable. It is said to have been founded by the Phœnicians under Queen Dido, in B. C. 880, and became the rival of Rome, ruling over 300 cities. It was destroyed by Scipio Africanus Minor in the third Punic war in B. C. 146, then rebuilt by Augustus, conquered by Genseric in A. D. 439 and again by Belisarius in 533, and finally succumbed to the Arabs in 647 and was entirely destroyed.

On the old promontory of Carthage, at a height of over 400 feet above the sea, and near the light-house, is the residence of Cardinal Lavigerie, Archbishop of Algiers, the celebrated philanthropist and anti-slavery apostle.

Alexandria. Since the close of the last century, when Egypt was in a great measure re-discovered by the French savants attached to Bonaparte's expedition, its historical and archæological marvels have been gradually un-

veiled to the world, whose ever-increasing attention it has attracted. Egypt has the peculiar charm of the Oriental climate, the singularly clear atmosphere, and the wonderful coloring and effects of light and shade, unknown in northern countries. The exuberant fertility of its cultivated districts contrasts sharply with the solemn, awe-inspiring desert. At every step we encounter venerable monuments which have survived the destructive influences of thousands of years, and the vandalism of invaders, and which being executed on the grandest scale and with the greatest artistic skill, cannot fail to excite our highest admiration. The unrivaled attractions of Egypt will supply the traveler with a subject of life-long interest.

Alexandria in its palmy days is said to have numbered over half a million inhabitants; at present it contains about 200,000 souls. Shortly before entering the harbor we observe the palace of Ras-el-Tin and the celebrated light-house of Pharos.

Almost the only important relic of antiquity in the city is Pompey's Pillar, a red granite shaft over 100 feet in height. The monument which vied with it in general interest, was Cleopatra's Needle, which, up to March, 1880, stood at Ramleh, about six miles from Alexandria. It was presented by the Khedive Ismail to the city of New York, and was raised by American machinery from the place it had occupied for 2 000 years and conveyed to New York in a specially constructed vessel.

THE SPHINX.

The railway takes passengers from Alexandria to Cairo in four and one-half hours.

Cairo, the residence of the Khedive, is the largest city in Africa and has over 400,000 inhabitants. The street scenes presented by the city of the Khalifs, affords an inexhaustible fund of amusement and delight, admirably illustrating the whole world of Oriental fiction and producing an indelible impression on the uninitiated

TEMPLE OF ISIS.

denizen of the West. What makes Cairo so romantic and novel is the contrast of civilized and barbarous scenes and incidents it presents, which recur everywhere in this capital of the desert. Cairo may be compared to a living museum of all imaginable and unimaginable phases of existence, of refinement and degeneracy, of civilization and barbarism, of knowledge and ignorance, of Paganism, Christianity and Mohammedanism. These marvelous scenes cannot fail to strike everyone most forcibly.

The Muski is the chief business thoroughfare. The busy traffic in this street often presents an interminable raveled and twisted string of men, women and animals, of walkers, riders, and carriages of every description. Foreigners, ladies as well as gentlemen, may ride with perfect safety through the midst of all this confusion, and they will often have opportunities of observing most picturesque and amusing scenes. The denseness of the crowd sometimes seems to preclude the possibility of further progress, but the hammâr, or donkey boy, is pretty sure to elbow a passage without much difficulty.

The bazaars of Cairo, though inferior to those of Constantinople, present to the traveler so many novel features and so many interesting traits of Oriental character, that he should endeavor to pay them repeated visits in order to become acquainted with their peculiarities. The handsomest shops, the principal cafés, palaces and theatres are on the Ezbekiyeh, a beautiful square of large proportions, with fine pleasure grounds in the centre. Cairo contains a large number of mosques in all stages of preservation; the most important are the Gâmi Sultan Hassan, or "Superb Mosque," the finest existing monument of Arabian architecture, and the Gâmi Mohammed Ali, or "Alabaster Mosque," whose lofty and graceful minarets are so conspicuous from a distance as to form one of the landmarks of Cairo. Many mosques contain the

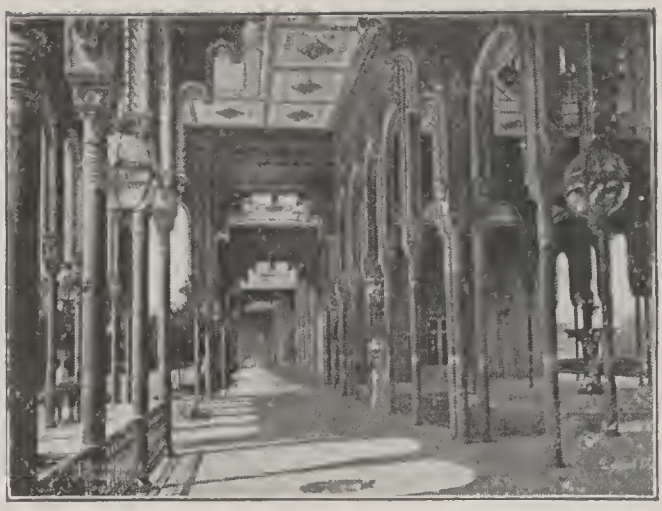
CAIRO.

tombs of the Khalifs and Sultans who founded them. The Gâmi el-Azhar has been converted into a university which is now the most important in Mahometan territory. The tombs of the Khalifs and the tombs of Mamelukes, although falling to ruins, are exceedingly interesting. A visit to the Citadel should not be omitted. It affords a beautiful view of the city and its surroundings. The broad Shubra avenue toward the north is lined with beautiful sycamore trees, and is the "Rotten Row" of Cairo. The suburb of Bulak contains in its museum of Egyptian antiquities a magnificent collection, and entirely unrivaled of its kind.

Excursions may be made from Cairo in various directions, all offering sights of great interest. To the northeast of the city are the villages of Abbâsiyeh, with its observatory and Khedival palace, and Matariyeh, with the Tree and Well of the Holy Virgin, who is said to have rested here during the flight to Egypt. A little beyond are situated the ruins of the famous ancient Heliopolis, the city of the sun, of which an obelisk and the outer wall are now the only vestiges. To the west of the city on an island in the Nile, are the palace and park of the Gezîreh, well worth a visit.

Gîzeh, with its great Pyramids, and the Sphinx, is only one and a half hours distant from the city, but the visit may be combined with the excursion to the sight of ancient Memphis with the colossal statue of Ramses II. and to the Necropolis of Sakkâra with its step-Pyramid, the Apis Tombs and the Mastaba of Ti, the most interesting and best preserved monument of its kind, containing sculptures of marvelous skill, and in an excellent state of preservation, considering their age of over 5,000 years.

Another excursion may be made by railway to the baths of Helwân, an artificial oasis in the desert. Near it are the subterrannean quarries of Masara and Tura, which yielded



PALACE OF GEZIREH, NEAR CAIRO.

the stone used in the construction of the pyramids. The time allotted for Alexandria and Cairo is sufficient to visit with ease all the points of greatest interest.

Jaffa. A blue range of hills in the distance—the mountains of Judea—yellow beach, and lastly, the appearance of the town of Jaffa, rising on a hill, like a fortified place, proclaim to the traveler that he is approaching the most interesting country in the world—the "Holy Land."

The journey from Jaffa to Jerusalem is now made by rail in a few hours. At first sight many will be sadly disappointed in the Holy City, for it would seem as though little were left of the ancient City of Zion and Moriah. The present degraded aspect of the place, where once the stupendous scenes were enacted which exercised so supreme an influence on religious thought throughout the world, cannot fail to make a melancholy impression upon the traveler, but if he penetrate beneath the crust of rubbish which shrouds the sacred places from view, he will be able to realize to himself a picture of the Jerusalem of antiquity.

The first visit will be to the Harâm esh-Sheriff, one of the most profoundly interesting spots in the world. The legends attached to the "esh-sakhra" stone, which forms the centre of the sanctuary, extend back to the remotest antiquity, and we may hence infer that this summit of Mount Zion or Moriah has been consecrated to divine worship from time immemorial. So far back as the time of Abraham (Gen. XXII., 2), this appears to have been a place of sacrifice, and this was also the site selected by Solomon for the erection of the Temple.

Near by is the Wailing Place of the Jews, a huge wall where the Jews repair on Fridays to bewail the downfall of Jerusalem, kissing the stones and weeping. The traveler will next turn to the Church of the Sepulchre, to Golgatha, the Via Dolorosa, the Muristân (once a monastery founded by

TEMPLE OF SOLOMON, JERUSALEM.

Charlemagne and now a hospital), the Church of St. Anne, the Citadel, or City of David, and the monasteries of the different sects. A walk through the environs of the town leads to the Chapel of the Tomb of the Virgin, the Garden of Gethsemane, the Mount of Olives, the Tombs of the Prophets, of the Kings, and of the Judges, also to the Valley of the Kidron with the tombs of Absalom and Jehosaphat, the Pool of Siloah and Job's Well, the Valley of Hinnom with its rock-tombs, and the Building of the Field of Blood. A ride of a little over an hour takes the traveler to Bethlehem, with the Church of St. Mary, erected over the traditional birthplace of Christ.

Now that the steamer's stay at Jaffa has been extended to 120 hours, ample time is given to visit the Dead Sea, Jericho and the river Jordan and tourists should not fail to avail themselves of the opportunity of making this interesting journey. One of the routes is via Bethany and Cherith's brook, and returning from Bethany to Jerusalem by the road over the Mount of Olives. On this route the traveler passes Elisha's Fountain, the traditional Kahn of the good Samaritan the valley of Achor, the point marked as the scene of the baptism of our Saviour, the site of ancient Gilgal, the ruins of the House of Mary and Martha, and the Tomb of Lazarus. Mt. Nebo and Pisgah, the brook of Jabbok and the site of the ruined castle of Machaerus, where John the Baptist was beheaded, will also be pointed out to the tourist.

THE POOL OF HEZEKIAH.---INTERIOR OF JAFFA GATE.---DAMASCUS GATE.
JERUSALEM.

Beyrouth, the ancient Berytus, is the most important seaport and commercial town in Syria. The entrance to the bay of Beyrouth is magnificent, the town being beautifully situated on a slight eminence, while in the background towers the majestic Lebanon, with its snow clad peaks.

The town itself, in which commercial interests predominate, offers little of particular interest to visitors. The principal building is the Chief Mosque, which adjoins the bazaars, and is said to have been erected by the Crusaders immediately after the capture of the town by Baldwin I. in 1108. The silk goods and filigree work made here are sent all over the Orient. The distance between Beyrouth and Damascus is about seventy miles, which the railroad traverses in a few hours.

Damascus. While the ancient cities along the Nile are known only by the magnificence of their ruined temples, while Baalbec and Palmyra have long since passed away, while Babylon is a heap in the desert, and Tyre a ruin on the shore, Damascus, which Josephus declares was standing before Abraham's time, and which is called in the prophecies of Isaiah, "the head of Syria," is to-day, as it has been for thousands of years, a mighty city, influencing the customs and trade of a region of hundreds of miles around it.

The cause of its importance as a city in all the ages, is easily seen upon approaching it. Miles before you see the Mosques of the modern city, the fountains of a copious and perennial stream spring from among the rocks and brushwood at the base of the Anti-Lebanon, creating a wide area about

them, rich with prolific vegetation. These are the "streams of Lebanon," which are poetically spoken of in the songs of Solomon, and the "rivers of Damascus," which Naaman, not unnaturally, preferred to all the "waters of Israel." This stream, with its many branches, is the inestimable treasure of Damascus. While the desert is a fortification round Damascus, the river, where the habitation of men must always have been gathered, as along the Nile, is its life.

MINARET OF THE BRIDE, DAMASCUS.

The city, which is situated in a wilderness of gardens of flowers and fruits, has rushing through its streets the limpid and refreshing current; nearly every dwelling has its fountain, and at night the lights are seen flashing on the waters that dash along from their mountain home. As you first view the city from one of the overhanging ridges, you are prepared to excuse the Mohammedans for calling it the earthly paradise. Around the marble minarets, the glittering domes and the white buildings, shining with ivory softness, a maze of bloom and fruitage, where pomegranate, orange and apricot, plum and walnut, mingle their varied tints of green, is presented to the sight, in striking contrast to the miles of barren desert over which you have just ridden.

INTERIOR OF A HOUSE, DAMASCUS.

Damascus remains the same true type of an Oriental city. Caravans come and go from Bagdad and

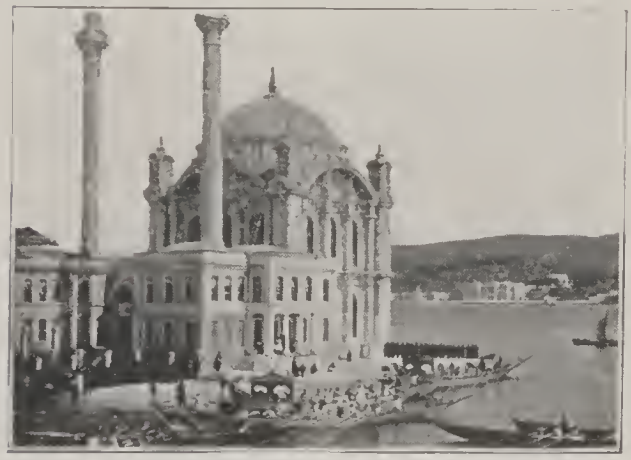
Mecca, as of old; merchants sit and smoke over their costly bales in dim bazaars; drowsy groups sip their coffee in kiosks overhanging the river; the bread boy cries aloud, "O, Allah! who sustainest us, send trade;" the drink seller, as he rattles his brass cups, exclaims: "Drink and cheer thine heart," and all the brilliant costumes of the east mingle in the streets. Although Cairo contains a much larger population than Damascus, its bazaars are by no means as extensive or imposing. These bazaars are in long avenues, roofed over, and each is devoted to some special trade. There we find the silk, the sadler's, the tobacco, the copper-smith's, the book-seller's, the shoe and many other bazaars. and now and then we come across an "antique Damascus blade" which was made last year in Germany.

While passing through the city on market day, you are attracted by Persians in gorgeous silks, Nubians in black and white, Greeks in their national costumes, Jews with long ringlets, Bedouins, Druses, Kurds and Armenians mingling together, and lines of pilgrims on their way to Mecca—a marvelous medley of humanity, not to be seen, perhaps, elsewhere on the globe. The great mosque (there are over two hundred smaller ones) exhibits three distinct styles of architecture, marking three epochs in the history of the place, and proclaiming the three dynasties that have successively possessed it. In the transept is a chapel said to contain the head of John the Baptist, which was found in the crypt of the church. The "street called straight," which is interesting to all New Testament readers, is about a mile in length and runs across the city from west to east.

In round numbers the population is about 150,000, 100,000 of whom are Muslims.

Constantinople. The Strait of the Dardanelles, the ancient Hellespont, which unites the Ægean with the Sea of Marmara, is entered between the castles and light-houses of Sedil Bahr and Kumkaleh, the former in Europe, the latter in Asia. This spot is replete with classic reminiscences. In the shallow bay behind Kumkaleh, the Greek fleet landed at the beginning of the Trojan war, and not far inland is the place which Schliemann's excavations have shown to be the site of ancient Troy. The shores approach more and more, and soon the narrowest part of the strait is reached, guarded by two forts, Kilid Bahr in Europe, and Chanak-Kalesi in Asia, the castles of the Dardanelles,

par excellence. The strait is famous in history for the passage of Xerxes, and after him Alexander, by means of a bridge of boats. Nor is its name less widely known from the story of Hero and Leander, and from Lord Byron's successful attempt to rival the ancient swimmer. Cape Abydos on the right, which faces Cestos on the European side, seems almost to close the strait, but soon the shores recede, the important town of Gallipoli is passed and the ship enters the sea of Marmara, the ancient Propontis.



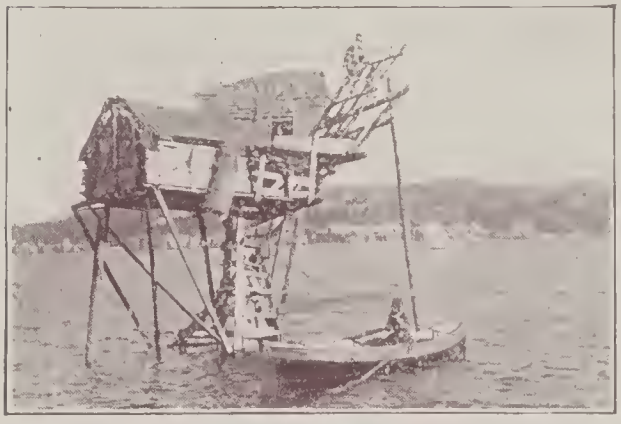
THE SULTAN'S PRAYER ON FRIDAY AT THE MOSQUE.

Constantinople proper, the Turkish Stamboul, lies on the south side of the last and largest of the inlets which cut the western shore of the Bosphorous. This inlet, the Golden Horn, forms a magnificent harbor, capable of floating over a thousand ships. The old city is connected by bridges with the modern towns of Galata and Pera on the north side, chiefly inhabited by Christians, the former being the seat of commercial establishments, the latter of diplomatic bodies. On the opposite side of the Bosphorus, in Asia, is the city of Scutari, the ancient Chrysopolis. The first point of attraction to be visited is the Galata Tower, where night and day a guard watches for the first sign of any conflagration that may break out in the city. The panorama it commands is of overwhelming beauty. Below are the two parallel chains of the city, embracing a hundred amphitheatres, of monuments and gardens, mosques, bazaars, kiosks, seraglios, and houses of an infinite variety of

MOSQUE OF VALIDE, CONSTANTINOPLE.

colors, and thousands of minarets, with shining pinnacles rising to the sky.

The most important of the buildings of Constantinople is the Mosque of St. Sophia, or Aya Sophia Jamisi, which ranks as perhaps the finest example of Byzantine style. In striking contrast with the noble specimens of Gothic architecture, it presents, from the outside, an unsymmetrical and disproportionate appearance, but within the visitor cannot fail to be impressed by the bold span of the arches and the still bolder sweep of the dome, while the eye is at once bewildered and charmed by the rich decoration. The first stone of St. Sophia, or the Church of Divine Wisdom, was laid in 502 by Emperor Justinian, and ten thousand workmen are said to have been employed upon the work, which cost no less than $5,000,000. To add to its splendor, the temples of the ancient gods at Heliopolis and Ephesus, at Delos and Baalbec, at Athens and Cyzicus were plundered of their columns.



FISHING IN THE BOSPHORUS.

There are about four hundred different mosques in Constantinople, the most remarkable of which besides the Sophia, is the Kutchuk Aya Sophia, the original model of the great church built for Justinian. The Church of the Saviour, with the monastery of the Chora, is a gem of beauty still, even in its decay, rich with mosaic of the fourteenth century, of the purest and most refined style. The Mosque of Ahmed, light and graceful, its dome upheld by four enormous round pilasters, distinguished by six minarets, has the custody of the Standard of the Prophet. The Mosque of Soliman, more a city in dimensions than a temple, contains the inscription of Karà hissari. This mosque is higher even than St. Sophia, and its dome rests on four wonderful columns of rose granite. Besides there is the light and cheerful mosque of Mahamed, that of Bejazet, most elegant in form, that of Osman, all of marble, and that of Shah Zadé, with the most graceful minarets.

The Hippodrome (Et-Meidan) is the centre and focus of

the city's life and the theatre of its festivities and crimes. Here it was where the fabulous hecatomb of the Janissaries took place. The serpentine column in the centre still bears the mark of the famous sabre-stroke of Mahomet, the Conqueror.

Other points of interest are the Museum of the Janissaries the Seraglio Gardens, where the inclined plane may still be seen by which faithless odalisques were rolled into the sea, and the Sublime Porte; the tower of the Seraskierat (War Office), the tombs of the Sultans Mahmud and Abdul Aziz; the magnificent palace, or rather the imperial city of Dolma Bagtche, the residence of the Sultans; the Great Wall begun by Theodosius, which protected the town toward the land side, the large cisterns, which are said to have furnished water for one million men during four months, and the Castle of the Seven Towers, of evil fame, recalling the worst epochs of tyranny of the Sultans. The Great Bazaar, that universal and perpetual fair, will well repay a prolonged visit. It contains innumerable shops, where all the different trades are carried on, and almost everything useful or ornamental may be purchased. The endless rows of stalls along each side of a covered street, where articles are often manufactured as well as sold, present a constant succession of novel scenes, and the motley throng of purchasers is extremely amusing. Sedate Turks, thin-bearded Arabs, melancholy-looking Armenians, swaggering Greeks, Dervishes in their peculiar dress, crowned with high caps, and many others are all crowded together, each driving his own bargain, and betraying by his physiognomy and gestures, the characteristics of his calling, nation and habits. Constantinople can also boast of hospitals, almshouses, schools, colleges and public libraries, which surpass any now existing in other parts of the Mohammedan world.

Scutari, with its beautiful cemeteries, should be visited, and Buyukderé, the glory of the Bosphorus.

There are few places which excite the fancy of the traveler as Stamboul does. Every door, every tower, every mosque, every square recalls some wonderful occurrence, or some carnage, some love or mystery or prowess of a Padishah or caprice of a Sultana, every place has its legend and the surroundings concur to bear away the imagination.

Athens. Even the shortest sojourn in Greece will yield rich reward and contribute much toward a thorough comprehension of a civilization from which modern life has

still much to learn. The enjoyment of a visit is enhanced by the fine scenery, the deep blue water, and clear, ethereal atmosphere. Upon rounding Cape Kolonais, the steamer holds a direct course for the Piræus, the Port of Athens. The barren hill visible on the mainland is the Hymettos; soon the coast of Salamis appears and the steamer anchors in the bay of Piræus outside the mole. At this point a charming view of Athens is obtained with the Acropolis in the centre. A railway connects the Piræus with Athens, which is reached in twenty minutes. A great deal may be accomplished in Athens in a short time, as all the principal sights are within a short distance of each other.

ATHENS.

The centre of attraction, of course, is the magnificent Acropolis with the Propylæa, the most important secular work in ancient Athens; the Temple of Athena, with its exquisite reliefs; the Parthenon, the most perfect monument of ancient art, and even in ruins an imposing object; and the Erechteion with its celebrated Portico of the Caryatides. The Arch of Hadrian, an isolated gateway, leads to the quarter of the city containing the Olympieion, the huge temple of Zeus. The Stadion, the scene of the Panathenæan games, is said to have accommodated 50,000 spectators. The Choragic monument of Lysikrates forms a beautiful little building, resembling a small circular temple, and popularly known as the Lantern of Diogenes. The Theatre of Dionysos is

ARCH OF HADRIAN, ATHENS.

A STREET SCENE, CANEA CRETE.
BY PERMISSION OF UNDERWOOD & UNDERWOOD, N. Y.

the spot where the master-pieces of Æschylus, Sophocles, Euripides and Aristophanes first excited delight and admiration. The Oeion of Herodes Atticus is the loftiest and most conspicuous among the ruins at the base of the Acropolis. Opposite lies the rocky height, which both in ancient and modern times has borne the name of Aëropagus.

The Tower of the Winds, erroneously so called, in ancient times accommodated a water-clock, a sun-dial and a weather-cock. The Theseion, the temple of Theseus, is the best preserved edifice of the whole of ancient Greece; not far from it, is the Hill of the Pnyx, with its huge artificial platform, and the Monument of Philopappos, whence a magnificent view of Athens and the Acropolis may be obtained. These comprise the principal remains of antiquity which the traveler will care to examine. Modern Athens is a handsome and regularly built town of about 84,000 inhabitants. In 1834, when the seat of government was transferred thither from Nauplia, it had dwindled down to a poor village of about 300 houses.

Canea, Crete. A line run due south across the Mediterranean one hundred and fifty miles from Athens, Greece, would touch Canea, the chief city of Candia or Crete, one of the largest islands of the Mediterranean, which spreads itself across the entrance of the Archipelago for a distance of some hundred and sixty miles.

Homer, in his immortal Odyssey says of Crete that it had ninety cities, but be that as it may, the island of modern days has but three of any importance, Canea, Retimo and Candia, all seaport towns, and of an architecture strikingly Turkish

in character and style. Crete's history runs back so far that it is merged into Grecian mythology. The ancient historians claim that it was governed by its own kings in the earliest times, who were no less personages than Saturn, Jupiter and Minos, and that they reigned in succession somewhere about 1300 years before Christ. The Island was bartered and fought for between the nations of the East for centuries. In 1204, Pope Boniface, to whom Baldwin I. had given it, sold it to the Venetians, who had proven to be a power upon the Mediterranean. In the seventeeth century the Turks first assumed their power over the island, having finally conquered it after a war which lasted twenty-four years.

PORT OF CANEA, CRETE.

BY PERMISSION OF UNDERWOOD & UNDERWOOD, N. Y.

The more recent history of the island has been of such a bloody character that even time will not serve to dull the edge of the horror felt by the Christianized world over the many atrocities committed under Turkish rule.

Topographically, Crete is mountainous and rocky. Along the south side of the western end of the island a rugged mountain chain extends for some thirty-five miles. At a distance they look almost white. Mt. Ida, called by the natives Upsiloritis, is a towering peak of gray marble, absolutely barren and forbidding in appearance. This may be plainly seen from Retimo and is famous because it is said that Jupiter passed his youth in hunting upon it. (Illustrations of Canea, loaned by Messrs. Underwood & Underwood, Stereoscopic View Publishers, New York and London).

From Canea to Palermo the steamer passes through the Straits of Messina. On passing out of the latter, Scilla (the ancient Scylla) is seen on the right, the location of the whirlpool, which was so much feared by the mariners of antiquity. Opposite the Scylla, represented in Homer's Odyssey as a roaring and voracious sea-monster—a beautiful virgin above, with a wolf's body and dolphin's tail below—was the Charybdis fraught, with equal danger. No trace of either can be

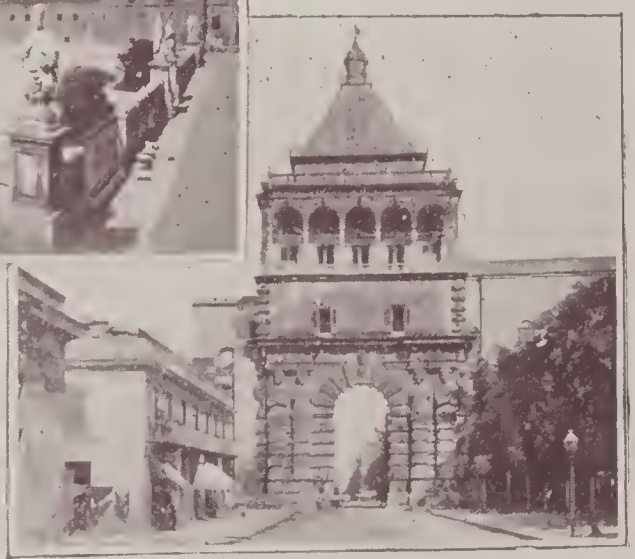
found at present, except that the currents and eddies in the straits are still very strong. The steamer then runs close to the Lipari Islands which already at an early period supplied abundant food to the poetic fancy of the Greeks, whose legends make these islands the abode of Æolus.

Palermo is the military, judicial and ecclesiastical capital of the island, and has nearly a quarter of a million inhabitants. It is justly entitled to the epithet "la felice," on account of its magnificent situation and delightful climate. It is rich in interesting monuments of the early middle ages.

The Palazzo Reale is of Saracenic origin, and has a magnificent chapel, the Capella Palatina. The Cathedral was erected in the twelfth century by Archbishop Walter of the Mill (Gualterio Offamilio), an Englishman, on the site of a more ancient church. The Church of La Martorana also dates from the twelfth century, and was formerly a meeting place of the Sicilian Parliament after the expulsion of the house of Anjou. The Palazzo Sclafani contains a large fresco of the fifteenth century, the Triumph of Death. The Quarto Canti, a small octagonal piazza,

CATHEDRAL, PALERMO.

is embellished with columns and statues of the seasons, Spanish Kings and saints. The University is one of the several seats of learning in Italy, and is attended by about 1,100 students. The Porta Felice, a tasteful baroque edifice with fountains and



PORTA NOUVA, PALERMO.

PALERMO AND THE MONTE PELLEGRINO.

statues, was begun in 1852. The Church of San Dominico, erected in 1640, can accommodate 12,000 people; it contains fine pictures and monuments. The National Museum is well worth a prolonged visit. A beautiful walk is afforded by the Marina, a quay, commanding fine views along the coast, and as far as Mount Ætna. At the southern end of the Marina is the Flora, one of the most charming gardens in Italy. Monte Pellegrino, an indescribably beautiful mass of rock, rises at the northwestern end of the Bay of Palermo; the ascent is easy and the view from the summit magnificent.

Naples. Passing the celebrated Islands of Ischia and Capri, the steamer casts anchor in the magnificent Bay of Naples, which from the most ancient times has been the object of enthusiastic admiration.

Naples is the most populous town in Italy (over 500,000 inhabitants), and is annually visited by thousands of strangers in quest of enjoyment or health. It lies at the base and on the slopes of several slight hills, rising from the sea in amphitheatre-like form. South of it appears, in isolated majesty, Mount Vesuvius, with its active crater, the "Forge of Vulcan." The plain around, as well as the slopes of Vesuvius are luxuriantly fertile and one of the most densely peopled districts in the world. Nature has so bountifully lavished her gifts on this favored spot, that the most powerful nations, who have in succession been masters of the place, have here wasted their strength and energy, and succumbed to its alluring influence. "Vedi Napoli e poi mori!" is a current saying in Italy.

An excursion from Naples along the north shore of the bay embraces a visit to Pozzuoli, Baiæ, Misenum and Cumæ. This district has from time immemorial been the scene of

NAPLES.

1, STREET IN NAPLES. 2. MACCARONI VENDERS. 3. THE GROTTO OF POZZUOLI.
4. SALERNO. 5. ISCHIA.

tremendous volcanic activity, and has undergone vast changes, but is scarcely less interesting from an historical point of view, for the legions of Hellenic traditions are most intimately associated with this coast. A visit should be made to the charming islands of Procida and Ischia. These lovely islands have attracted numerous visitors in all ages, and their influence is as fascinating as ever; the climate is genial and the soil extremely productive, while the scenery is almost everywhere singularly beautiful.

The ascent of Mount Vesuvius is unquestionably an excursion of extreme interest; it can be accomplished with ease by means of a cable railway. A visit to the excavated cities of Herculaneum and Pompeii will summon up a picture of ancient domestic life, these places being the most important and almost the only source of our acquaintance with it.

The places of interest on the south side of the bay are Castellamare, Sorrento and the Island of Capri. Castellamare is a famous summer resort for the Neapolitans; from here a beautiful road leads to Sorrento, charmingly situated amid luxuriant lemon and orange gardens on rocks rising precipitously from the sea. One whole day at least should be given to the Island of Capri, with its celebrated "Blue Grotto." The Bay of Salerno to the south of the Bay of Naples, cannot indeed compete with it, but it is, nevertheless, replete with beauty and grandeur. Here are situated the towns of Salerno and Amalfi, conspicuous in the pages of mediæval history, while further south are the temples of Pæstum which recall the golden period of Greek history and art more forcibly than any locality in Italy. The distance by rail from Naples to Rome is only five hours, so that excursionists can visit the Eternal City with ease.

It would take too long even to mention only the sights of Rome; suffice it to repeat the words of Niebuhr, "As the streams lose themselves in the mightier ocean, so the history of the peoples once distributed along the Mediterranean shores, is absorbed in that of the mighty Mistress of the World."

The steamer after leaving Naples again calls at Genoa, to land passengers who wish to prolong their stay in Europe. To such the HAMBURG-AMERICAN LINE extends the privilege of returning to the United States by any one of the Company's express steamers from Hamburg, Southampton or Cherbourg, up to August 1, 1898.

THE HAMBURG-AMERICAN LINE'S : :

Magnificent Twin-Screw Express Steamers Auguste-Victoria, Columbia, Fürst Bismarck and Normannia,

Of 13,000-16,400 horse-power, are among the finest, largest and fastest ships afloat.

Safety. No expense has been spared to make these ships as safe as human foresight can secure. They are practically unsinkable, being divided by a longitudinal bulkhead into two non-communicating halves, each fully equipped with a complete set of machinery, shaft and screw, capable of propelling the ship at a high rate of speed. This is the great principle of the twin-screw system, and the extraordinary

PROMENADE DECK.

degree of safety secured by this system is obvious, for an accident to one side of the ship can in nowise affect the other, the machinery of which will continue to work and propel the ship with perfect ease, and at a high rate of speed.

The steamers also have a double bottom, divided into water-tight chambers. Each side of the ship is again subdivided into numerous water-tight compartments which do not communicate with each other.

These steamers do not carry cotton.

Speed. These steamers must be counted among the fastest ships afloat, the line holding the record for fastest time from New York to Southampton (London) and the Continent. The best time accomplished on the Southampton route was 6 days 9 hours and 43 minutes, which is equal to 5 days 17 hours from New York to Queenstown. Southampton being about 300 miles east from Queenstown. The best average for the whole trip was 20¾ knots or over 23⅞ statute miles per hour.

Comfort. The comfort and elegance displayed on these steamers are unsurpassed. The large and luxurious saloons, the ladies' boudoirs, the music and smoking-rooms and the state-rooms generally are fitted up in magnificent style, the best European artists having been retained to design, decorate and furnish them. It has been the aim of the Company to relieve passengers of all annoyances which were heretofore considered inseparable from a sea voyage, and provide for them the same accommodations that can be obtained in a first-class hotel. Among the many improvements contributing to the passengers' comfort will be found larger and more commodious state-rooms, with most luxurious toilet conveniences and large beds, thorough methods of ventilation, ample deck room for exercise, spacious dining-saloons, ladies' saloon on the promenade deck, also a large music-room, the absence of all offensive odors or noises, and a complete and first-class service throughout. The state-rooms are all of large size, airy and comfortable; some of them are furnished in the style of *chambres de luxe* and others with private bath-rooms attached. All state-rooms are provided with electric bells, wardrobe and other conveniences. Berths and sofas are large and comfortable, so that a whole family often finds accommodation in one room. A number of state-rooms are also arranged *en suite*. In many rooms the lower berth can be extended to form a double berth, while the upper berth can be removed.

THERE IS NO OVERCROWDING on these steamers, the number of passengers being limited to the seating capacity of the saloons.

For further description of steamers see special pamphlet, which will be sent to any address on application.

HAMBURG-AMERICAN LINE,

37 BROADWAY, NEW YORK: 159 RANDOLPH ST., CHICAGO, ILL.

MEDITERRANEAN EXPRESS SERVICE : :

From New York to Gibraltar, Naples and Genoa.

DURING the winter months the magnificent twin-screw steamers of the HAMBURG-AMERICAN LINE maintain an express service between the United States and the Mediterranean, sailing from New York to Gibraltar, Naples and

FIRST CABIN, MAIN SALOON, UPPER DECK.

Genoa. The sailings alternate with those of the North German Lloyd steamers. By this route passengers avoid the rigors of the North Atlantic in winter and can reach all parts of Spain and Portugal, Southern France, Italy, Switzerland, Tyrol, as well as North Africa and the Orient, with *safety, speed and comfort.*

The route to Gibraltar is south of the latitude of New York, Gibraltar being 36° 6′ 30″ N., and the distance is not much greater than that to Southampton. For passengers going to Southern Europe, this direct route offers many advantages, as it saves the trouble and expense of a long railway journey across Europe.

Gibraltar. *For description see pages 6–7.*

Across the bay from Gibraltar, and connected with it by a regular ferry service, lies Algeciras, the terminus

FIRST CABIN, MAIN SALOON, MAIN DECK.

of the railway system of Spain. From here a few hours' ride brings passengers to Seville and Granada, the most interesting towns in Andalusia, and to Cadiz and Malaga, whence all parts of Spain and Portugal can be conveniently reached.

Steamers leave Gibraltar for Tangier every Monday, Wednesday, Thursday and Saturday at noon, returning the next day.

The steamer next proceeds to

Naples, the passage occupying about thirty-six hours. The number of interesting points to be visited in Naples and vicinity is almost unlimited.

From Naples the railway takes passengers in five hours to Rome, with its countless treasures of art.

Brindisi can be reached in a little over ten hours; from here the Peninsular and Oriental steamers start for India, via

FIRST CABIN, SMOKING-ROOM.

Suez Canal, upon arrival of the "Indian Mail" train from London.

Naples has frequent steamboat connections with Messina, Palermo and other points in Sicily, but Messina can also be reached via Reggio, which has direct railway connections with Naples. Alexandria can be reached from Naples in four and a half days.

Genoa, the terminus of the line, is reached the following day. This is the most convenient starting point for all the health resorts of the Riviera, viz., Pegli, San Remo, Bordighera, Mentone, Monaco, Nice, Antibes, Cannes, Fréjus Hyères, etc. Marseilles is only about thirteen hours distant,

whence many interesting excursions may be made to the venerable cities of the Provence, abounding in remains of Roman antiquity. A direct line runs from here to Toulouse, the ancient capital of Languedoc, whence all parts of the Pyrenees and the spas of Bagnères-de-Bigorre, Bagnères-de-Luchon, Eaux-Bonnes, Eaux-Chaudes, as well as Pau, are within easy reach. Steamers leave Marseilles for Algiers every Monday, Wednesday, Thursday and Saturday.

From Genoa travelers can take the Montcenis Tunnel route for Aix-les-Bains, Geneva, Lyons, etc., while by the Gotthard Tunnel they can reach the heart of Switzerland within half a day. The Italian lakes, whose incomparable beauty has been extolled by countless poets and writers since the time of Virgil, are only a few hours distant from Genoa; and the historical cities of Upper Italy and Tuscany—Turin, Milan, Verona, Padua, Venice, Pavia, Cremona, Mantua, Parma, Modena, Bologna, Pisa, Siena, Leghorn and Florence —containing innumerable treasures of the most perfect creations of genius, are also within convenient reach. One of the most delightful trips in Europe is from Genoa via the Italian lakes over the Stelvio pass into the Tyrol. The varied beauty of scenery along this route is generally acknowledged to have no superior anywhere.

For further description of Naples and Genoa see pages 11-12 and 30-31-32.

Returning, the HAMBURG-AMERICAN STEAMERS leave Genoa (calling at times at Naples) via Gibraltar for New York, and, therefore, accommodate Americans desiring to sail from Italy direct for the United States.

EXPRESS SERVICE FROM : : : : : :

New York to Alexandria, Egypt, Direct. Via Gibraltar, Genoa and Naples.

IN ORDER to accommodate the large and constantly increasing American winter travel to Egypt, Palestine, etc., the HAMBURG-AMERICAN LINE despatches in the months of January and February of every year, several express steamers from New York to Alexandria, touching at Gibraltar, Genoa and Naples, thus offering unusual facilities for reaching Egypt and all countries of the Levant.

FIRST CABIN, STATEROOM.

The trip from New York to Alexandria direct occupies only fourteen days, so that passengers may be transferred within the short space of two weeks from the metropolis of the New World to the cradle of the Old World, or, indeed, to the fountain head of human culture, aboard one of the finest steamers afloat, without change and with absolute *safety*, the greatest *speed* and unsurpassed *comfort*.

For further description of Alexandria and Egypt, see pages 14-18.

List of rates to Gibraltar, Genoa, Naples and Alexandria, diagrams of steamers and all further information will be sent to any address on application.

FLEET OF THE HAMBURG-AMERICAN LINE.

1897.

TWIN-SCREW EXPRESS STEAMERS.

	Steamer.	Tonnage.	H. P.		Steamer.	Tonnage.	H. P.
1.	Fürst Bismarck,	8,430	16,400	3.	Auguste-Victoria,	8,400	13,000
2.	Normannia,	8,242	16,000	4.	Columbia,	7,241	13,000

TWIN-SCREW MAIL STEAMERS.

5.	Pennsylvania,	13,500	6,000	12.	Brasilia,	10,000	6,000
6.	Pretoria (Building)	13,500	6,000	13.	Belgia,	10,000	6,000
7.	Palatia,	6,687	5,500	14.	Bulgaria,	10,000	6,000
8.	Patria,	6,664	5,500	15.	Assyria,	6,500	5,500
9.	Phoenicia,	6,761	5,500	16.	Ambria,	5,043	5,000
10.	Prussia,	5,795	5,000	17.	Alesia,	5,060	5,000
11.	Persia,	5,796	5,000	18.	Aragonia,	5,250	5,000

OTHER STEAMERS.

19.	Adria,	5,458	3,000	54.	Hungaria,	1,991	1,000
20.	Andalusia,	5,457	3,000	55.	Markomannia,	3,335	2,000
21.	Arabia,	5,500	3,000	56.	Polaria,	2,673	1,200
22.	Armenia,	5,458	3,000	57.	Polonia,	2,811	1,500
23.	Asturia,	5,285	3,000	58.	Polynesia,	2,171	1,000
24.	Arcadia,	5,500	3,000	59.	Rhenania,	1,820	850
25.	Bohemia,	3,441	1,600	60.	Saxonia,	1,745	800
26.	California,	2,605	1,350	61.	Slavonia,	2,215	1,150
27.	Italia,	3,564	1,900	62.	Teutonia,	1,738	800
28.	Moravia,	3,690	2,000	63.	Thuringia,	1,881	800
29.	Russia,	3,908	3,100	64.	Valesia,	2,295	1,150
30.	Scandia,	4,243	3,100	65.	Valdivia,	2,165	1,200
31.	Venetia,	2,822	1,500	66.	Valencia,	2,194	1,200
32.	Virginia,	2,820	1,600	67.	Calabria,	3,003	1,500
33.	Christiania,	2,811	1,400	68.	Constantia,	2,997	1,500
34.	Georgia,	3,143	1,827	69.	Castilia,	2,911	1,500
35.	Hispania,	2,578	1,200	70.	Blankenese,	398	——
36.	Scotia,	2,558	1,400	71.	Hansa,	528	——
37.	Sicilia,	2,922	1,600	72.	Export,	112	——
38.	Allemannia,	1,818	850	73.	Expedient,	100	——
39.	Ascania,	2,046	1,100	74.	Express,	100	——
40.	Australia,	2,151	640	75.	Concurrent,	80	——
41.	Bolivia,	2,646	1,780	76.	Pilot,	60	——
42.	Canadia,	2,404	1,200	77.	Packetfahrt,	25	——
43.	Cheruskia,	3,250	1,500	78.	H.-A. P. A.-G.,	25	——
44.	Croatia,	1,991	1,100	79.	Libelle,	15	——
45.	Dalecarlia,	1,972	900	80.	Assistent,	25	——
46.	Dalmatia,	1,988	805	81.	Water Boat,	80	——
47.	Flandria,	2,041	1,200	82–121.	40 Lighters, Tenders, etc.,	10,950	——
48.	Francia,	2,110	1,000	122.	Floating Steam Crane,—		——
49.	Galicia,	2,860	1,200	123.	Floating Grain Elevator,		——
50.	Gothia	2,381	1,180				
51.	Helvetia,	2,825	1,400				
52.	Hercynia,	2,630	1,500		**Total Tonnage,**	304,005	tons.
53.	Holsatia,	1,817	800				

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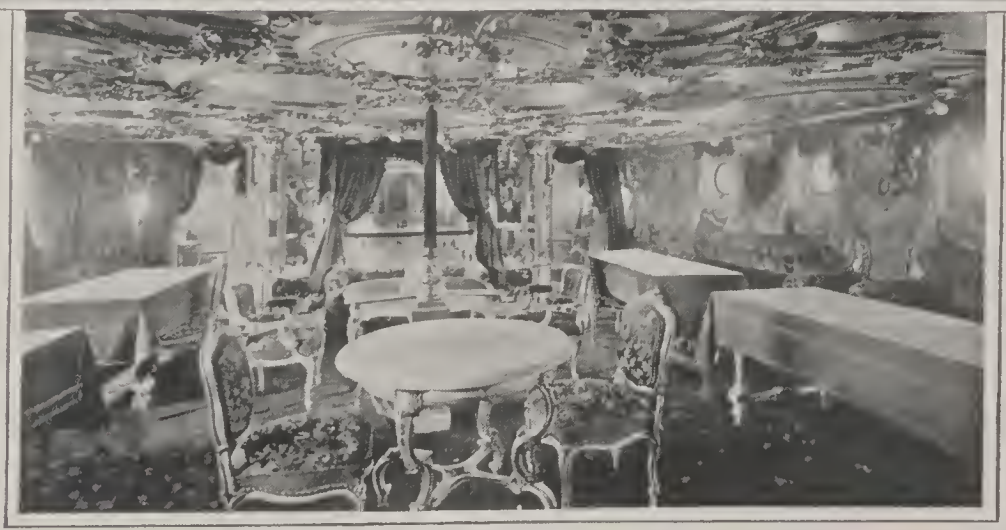

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